

REMARKS

Reconsideration and allowance of the subject application in view the foregoing amendments and the following remarks are respectfully requested.

Claims 3-9, 11-15, 17-18 and 20-30 remain pending in the application.

In the July 29, 2003 Office Action, the Examiner requested that the Applicant define in detail the definition of the phrase "cartographic features or entity". As defined in Webster's Third New International Dictionary unabridged 1993, cartographic is defined as "of or relating to cartography". Cartography is defined as "the science or art of making maps". Various examples of cartographic features such as lakes and golf courses are described in the specification on page 1, lines 11-22. The database 28 also stores the type location and shape of the cartographic features and entities like: ocean or coastline, river, canal, water channel, lake, bay or harbor, golf course, railroad, island, city, Native American reservation, built up area, county, country, state, national park or monument, state park, city or county park, woodland, shopping center, university or college cemetery, sports complex, hospital, airport, military base, pedestrian zone, aircraft road, industrial complex, or junction. Of course, the above list of cartographic features is only illustrative of the cartographic features that may be included on a map (page 3, lines 16-22). A cartographic entity can be a road segment (page 5, lines 3-4).

The Examiner requested that the term "operational mode" be explained. Applicant states that one mode is an "on road" operational mode. In the on road guidance mode, the vehicle route is highlighted in a bright color and arrows overlay the route for easy identification by the user. Since the intended focal point of the map area is the vehicle route, it is desirable that there be fewer and less detailed cartographic entities for the cartographic features in the map area (page 4, lines 15-24). This is best shown in Figure 3.

A second operational mode is an "off road" operational mode. The off road mode is when the navigation system has determined that the vehicle is no longer on any known road and the vehicle is traveling off the road. It is important that the user be aware of the surrounding cartographic features since the users no longer utilize known roads (page 6, lines 13-21). This is best shown in Figure 5.

Claims 3, 4-9, 11-15, 17-18 and 20-30 are rejected under 35 U.S.C. §102(b) as being anticipated by Person (U.S. Patent No. 5,061,081). Applicant respectfully traverses this

rejection.

In independent claim 4, for example, the operational mode of the navigation system is determined by the navigation system. This determination is based on whether the vehicle is located on road or off road. This differs dramatically from Person in which the display is based upon whether a switch is on or off - there is no determination. In Person, there is a city radius display switch 46, a road radius display switch 47, a landmark radius display switch 48, etc. All of the independent claims have a determination step. For at least this reason, the claims are patentable over Person and the anticipation rejection should be withdrawn. The dependent claims recite additional, important limitations and should be patentable for the reasons discussed above with respect to the independent claims as well as on their own merits. Accordingly, the anticipation rejection should be withdrawn.

Claims 25-30 are rejected under 35 U.S.C. § 102 (b) as being anticipated by Ito (U.S. Patent No. 6,249,740B1). Applicant respectfully traverses this rejection.

Ito discloses presetting the guidance mode to either a detailed, normal, or simple guidance mode. There is no determination in Ito of an operational mode such as an on road or off road operational mode. For at least this reason, claim 25 is not anticipated by Ito. Claims 26-30 recite additional, important limitations and should be patentable for the reasons discussed above with respect to the independent claims as well as on their own merits. Accordingly, the anticipation rejection should be withdrawn.

All objections and rejections having been addressed, it is respectfully submitted that the present application should be in condition for allowance and a Notice to that effect is earnestly solicited.

To the extent necessary, a petition for an extension of time under 37 C.F.R. 1.136 is hereby made. Please charge any shortage in fees due in connection with the filing of this paper, including

extension of time fees, to Deposit Account 07-1337 and please credit any excess fees to such deposit account.

Respectfully submitted,

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